

Work Programme – 2011-12

This paper outlines initial ideas for the 2011-12 work programme. The BWG is asked to consider the scope of the proposed activities, whether there are additional activities they would wish to see and which programmes / activities they would prioritise. Based upon the feedback and input from working groups and Council a list of projects for the first half of 2011/12 will be provided for approval by the Board and funders in April.

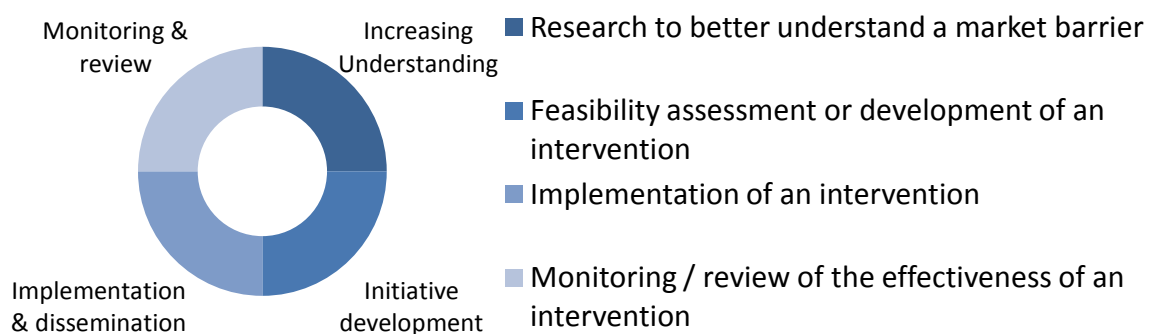
5. Introduction

This paper presents some initial ideas for the future programme of activity with an indication of the possible focus of activity for 2011-12. This is provided to the Board for guidance to assist the Secretariat in steering the development of the work programme.

The Partnership’s current Strategy defines 5 work programme themes – specific programme areas are detailed for each. This is intended to increase the transparency and focus of LowCVP’s work programme for the benefit of funders, members and other stakeholders. The themes are:







- Incentivising and informing lower carbon choices for cars
- Building the market for lower carbon commercial and public service vehicles
- Facilitating the creation of a successful UK supply chain for low carbon vehicle and fuel technologies
- Tackling market barriers to the use of lower carbon fuels
- Pathways and progress to low carbon transport
- Enhancing stakeholder knowledge and understanding (addressed through the external communications programme).





The Partnership undertakes activities at each stage of the intervention development cycle with past experience being that its greatest achievements have passed through its stage. The particular stage of the intervention cycle LowCVP is seeking to influence in 2011/12 in each programme area is illustrated.



6. Proposed Programmes of Activity

For each programme of activity listed below the aim of the programme, focus for the coming year, and stage in the intervention development cycle along with time scales is set out. In addition key partners and potential sources of funding are indicated.

Programme/Aim	Possible Focus Areas 2011/12	Stage
1. Incentivising and informing lower carbon choices for cars		
1.1 Informing car buyers Provision of accurate and appropriate information to inform the car buying decision. Partners: DfT, VCA, SMMT, RMI Funding: Core, in-kind	<ul style="list-style-type: none"> Increasing the adoption of the used car label. Promotion of the Best Practice Guide to marketers. Monitoring of the implementation and impact of labelling activities 	 2005 - 12
1.2 Changing car buyers' behaviour Make CO2 and fuel consumption more influential in car buying decision. Partners: DfT, SMMT, BVRLA Funding: Core, in-kind, private project	<ul style="list-style-type: none"> Draft programme, develop consortium and secure co-funding. Undertake research to develop evidence base. Develop proposed interventions. 	 2011-14
2. Building the market for lower carbon commercial and public service vehicles		
2.1 Promotion of low carbon HGVs Improve fuel consumption of HGVs through the provision of robust data for low carbon technologies and HGVs allowing fleets to make better informed purchasing decisions. Partners: DfT, FTA, RHA, SMMT, Millbrook, Ricardo Funding: Core, in-kind, public project	<ul style="list-style-type: none"> Define a low carbon HGV. Develop and document a certification procedure. Advise DfT on the appropriateness of incentive measures. 	 2009-13
2.2 Supporting the take-up of low carbon emission buses Create a sustainable market for buses achieving 30% reduction in fuel consumption and GHG emissions. Partners: DfT, Manufacturers, Operators, PTEG, CPT, SMMT Funding: Core, public project	<ul style="list-style-type: none"> Supporting local transport authorities to encourage the use of LCEBs in their region. Monitoring of the LCEBs deployed in the UK dissemination of results. Supporting DfT regarding the certification of LCEBs. Evaluation of the programme and the GBF. 	 2008 -12
2.3 Informing and incentivising van buyers Provision of accurate and appropriate information to inform the van buying decisions within a supportive fiscal framework. Partners: DfT, VCA, SMMT Funding: Core, in-kind, private project	<ul style="list-style-type: none"> Draft programme, develop consortium and secure co-funding. Undertake research to develop evidence base. Develop proposed interventions. 	 2011-14
3. Facilitating the creation of a successful UK supply chain for low carbon vehicle and fuel technologies		
3.1 Supporting SMEs Supporting cleantech automotive and fuel SME's through facilitating business collaborative partnerships through structured networking opportunities, online and real events and dissemination. Partners: UKTI, FCO, KTNs, TSB, CT, Auto Council Funding: Core, in-kind, private/public project	<ul style="list-style-type: none"> Raise national and international awareness of emergent UK companies. Technology Challenge including exit strategy. Structured networking opportunities, online and physical events and dissemination. Investor briefing and engagement 	 2008-14
4. Tackling market barriers to the use of lower carbon fuels		

Programme/Aim	Possible Focus Areas 2011/12	Stage
<p>4.1 Supporting biofuel market development and regulation Building upon LowCVPs extensive previous work in the area of biofuels and the stakeholder community established.</p> <p>Partners: DfT, UKPIA, REA, Defra, NFCC, NFU Funding: Core, in-kind, public/private funding</p>	<ul style="list-style-type: none"> Examining the interaction of RED and FQD and the optimum design of future policy to inform the 2014 review Incentivising advanced biofuels including examination of the optimum systems for rewarding wastes and residues Supporting DfT in the implementation of the RED and FQD including identifying issues and developing solutions. Illustrate the feasibility and implementation of an iluc risk management framework. 	 2010 - 14
<p>4.2 Creating sustainable markets for alternative low carbon fuels A range of alternative fuels will become increasingly important in niche markets. Building on the LowCVP's hi-blends project the aim is to support the market development for alternative fuelled vehicles including biomethane, hydrogen and electric vehicles.</p> <p>Partners: DfT, DECC, Defra, Gasrec, UKHA, FCUK, SMMT Funding: Core, public/private project</p>	<ul style="list-style-type: none"> Support for the development of the DEFRA Biomethane Strategy. Investigation of the opportunities for the UK in developing an early market for HFCV. 	 2010 - 12
5. Pathways and progress to low carbon transport		
<p>5.1 Evaluation of current programmes Evaluation of LowCVP and other public programmes to assess their effectiveness in delivery of low carbon vehicles and fuels.</p> <p>Partners: DfT, BIS Funding: Core, in-kind, public project</p>	<ul style="list-style-type: none"> Update of the LowCVP achievements report to assess the cost effectiveness of LowCVP. Participate in the evaluation of public funded programmes eg. Low Carbon Vehicle Procurement Programme 	 2011 - 12
<p>5.2 Improving understanding of future pathways Identify and propose how to exploit synergies between climate change and other transport policy objectives.</p> <p>Partners: DfT, Defra, IAM, ABI, Leasing Cos, Credit Agencies, SMMT Funding: Core, in-kind, private project</p>	<ul style="list-style-type: none"> Identify and propose how to exploit synergies between climate change and other transport policy objectives. Investigate implications of the uncertainty regarding EV and battery ownership models for residual values forecasting, insurance and ownership claims. Investigation of alternative business models which add value by exploiting characteristics of advanced low carbon vehicle and fuel technologies. Increase understanding of market drivers for cars in the period 2020-30(building on on-going work) Examination of the land availability constraints for biofuels (supporting forthcoming CCC work) Development of carbon certification methods for passenger cars 	 2011 - 12

Annex

2. Building the market for lower carbon commercial and public service vehicles

This area of activity is divided between the Bus Working Group for buses and currently the Commercial Vehicle Steering Group in the case of trucks.

2.1 Promotion of low carbon HGVs

The aim of this programme is to assist DfT in establishing a framework to encourage the purchase of low carbon HGVs through the provision of appropriate information on fuel consumption and CO2 and potentially extending to the introduction of incentives. The programme is subject to a Ministerial decision as to whether to proceed, if approved it is likely to run till 2013.

Research/Intervention development

The programme was launched in 2009 with the development of a 3 year work programme, securing funding for the first phase and delivery of an initial set of recommendations to DfT. LowCVP's recommendations are that it is possible to establish a whole vehicle certification scheme for low carbon HGVs and/or technologies, that a certification scheme is a necessary requirement for encouraging adoption of these technologies and that an incentive would extend the range and scale of carbon savings that could be achieved by the programme.

The programme during 2011-12 will focus on:

- Define a definition of a low carbon HGV.
- Develop and document a certification procedure.
- Advise DfT on the appropriateness of incentive measures.

Key Partners – DfT, FTA, RHA, SMMT, UKPIA

Programme Funding – Public project co-funding

2.2 Supporting the take-up of low carbon emission buses

The aim of this programme was to support the introduction of Low Carbon Emission Buses (LCEB). To this end the programme defined a LCEB and, developed and documented a certification procedure for LCEBs. LowCVP has been instrumental in convincing Government to introduce fiscal incentives for low carbon buses, culminating in the revision of the Bus Service Operators Grant (BSOG) and the introduction of the Green Bus Fund (GBF).

Implementation/Monitoring & Evaluation

The GBF has now allocated £45m to support the procurement of approximately 500 LCEBs which started going into operation in June 2010 and all will be delivered by March 2012. LowCVP's activity on this programme will now focus on monitoring and evaluation, and providing support and advice to DfT regarding the certification of LCEBs.

The programme during 2011 will focus on:

- Supporting local transport authorities to encourage the use of LCEBs in their region.
- Monitoring of the LCEBs deployed in the UK dissemination of results.
- Supporting DfT regarding the certification of LCEBs.

Key Partners – DfT, Millbrook, TfL, CPT, SMMT.
Programme Funding – Core funding, in-kind contribution and public project funding

5. Monitoring progress and tracking pathways to lower carbon transport

5.1 Evaluation of current programmes
The aim of this programme is to ensure LowCVP's and other publicly funded programmes are evaluated appropriately and consistently to assess their effectiveness in delivery of low carbon vehicles and fuels. This is intended to allow the progress and effectiveness of these programmes to be compared and the effectiveness of the LowCVP to be measured.
<p>Monitoring & Evaluation</p> <p>Last year LowCVP published for the first time an assessment of the cost effectiveness of the LowCVP's activity in a document entitled '2009-10 Achievements & Principal Activities'. The methodology was developed in consultation with the Economist team at the DfT. This will be repeated and extended to new areas of activity.</p> <p>In addition the LowCVP will seek a roll in the assessment of other public funded activities and programmes. During the last two years LowCVP has helped in the evaluation of the Low Carbon Van Procurement Programme for DfT and is in discussion with the DfT regarding the assessment of the Green Bus Fund.</p>
<p>The programme during 2011 will focus on:</p> <ul style="list-style-type: none"> • Update of the LowCVP achievements report to assess the cost effectiveness of LowCVP. • Participate in the evaluation of public funded programmes eg. Low Carbon Vehicle Procurement Programme • Undertake an evaluation of the Green Bus Fund and the LCEB BSOG supplement
Key Partners – DfT, BIS
Programme Funding – Core funding, in-kind contribution and project co-funding

5.2 Improving understanding of future pathways
The aim of this programme is to help understand the conflicting policy issues facing road transport and seeks to identify and propose how to exploit synergies between climate change and other transport policy objectives, such as safety.
<p>Understanding</p> <p>LowCVP has been exploring the potential sources of synergies with other policy areas. In 2009 LowCVP held a joint seminar on Safety and Climate Change with PRESAG which identified a number of synergies and from discussions with members there appears to be a number of other potential synergies, including EV, biofuels amongst others.</p>
<p>The programme during 2011 will focus on:</p> <ul style="list-style-type: none"> • Identify and propose how to exploit synergies between climate change and other transport policy objectives. • Investigate implications of the uncertainty regarding EV and battery ownership models for residual values forecasting, insurance and ownership claims.

- Investigation of alternative business models which add value by exploiting characteristics of advanced low carbon vehicle and fuel technologies.
- Increase understanding of market drivers for cars in the period 2020-30(building on on-going work)
- Examination of the land availability constraints for biofuels (supporting forthcoming CCC work)
- Development of carbon certification methods for passenger cars
- **Increase the understanding of potential European regulation of CO2 in HCV sector for LCEBs**

Key Partners – DfT, Defra, IAM, ABI, Leasing Cos, Credit Agencies, SMMT

Programme Funding – Core funding, in-kind contribution and project co-funding